

# CHINA



# MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

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號六月八年九十七百八千一英

HONGKONG, WEDNESDAY, AUGUST 6, 1879.

日九十月六年卯己

PRICE, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON.—F. AYER, 8, Clement's Lane, Lombard Street, GEORGE STREET & Co., 30, Cornhill, GORDON & GOTH, Ludgate Circus, E. C. BAKER, HANDY & Co., 4, Old Bailey, E. G. BAKER, DRACON & Co., 160 & 164, Leadenhall Street.

PARIS AND EUROPE.—LEON DE ROSEY, 19, Rue Monsieur, Paris.

NEW YORK.—ANDREW WIND, 138, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BLAN & BLACK, San Francisco.

SINGAPORE AND STRAITS.—SAYLE & Co., Square, Singapore. O. HINSHEN & Co., Manila.

CHINA.—MACAO, MESSRS. A. A. DE MELLO & Co. SINGAPORE, CAMPBELL & Co. AMOY, WILSON, NICHOLLS & Co. FOOCHOW, HEDDER & Co. SHANGHAI, LANE, CRAWFORD & Co., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & Co.

## Banks.

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 1,300,000 Dollars.

COURT OF DIRECTORS.  
Chairman.—W. H. FORBES, Esq.  
Deputy Chairman.—Hon. W. KESWICK.  
E. R. BELLING, Esq. WILHELM REINERS, Esq.  
H. L. DALRYMPLE, Esq. F. D. SARSOON, Esq.  
H. HOPKINS, Esq. W. S. YOUNG, Esq.  
A. MOYER, Esq.

CHIEF MANAGER.  
Hongkong, THOMAS JACKSON, Esq.  
MANAGER.  
Shanghai, EWEN CAMERON, Esq.  
LONDON BANKERS.—London and County Bank.

## HONGKONG.

INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.  
T. JACKSON, Chief Manager.  
Offices of the Corporation,  
No. 1, Queen's Road East.  
Hongkong, February 15, 1879.

## NOTICE.

ORIENTAL BANK CORPORATION.  
THE AGENCY of this BANK at FOOCHOW will be CLOSED and WITHDRAWN from 1st July next.  
CURRENT DEPOSIT ACCOUNTS and FIXED DEPOSIT RECEIPTS will be PAID there AT ONCE with INTEREST to Date, or transferred to this Branch at the Exchange of the Day at the option of Constituents.  
GEO. O. SCOTT, p. Manager.

Oriental Bank Corporation,  
Hongkong, May 23, 1879.

## COMPTOIR D'ESCOMPTE DE PARIS.

(Incorporated 7th & 18th March, 1848.)

RECOGNISED by the INTERNATIONAL CONVENTION of 30th APRIL, 1862.

CAPITAL FULLY PAID-UP, £2,200,000. RESERVE FUND, £200,000.

HEAD OFFICE—14, RUE BERGÈRE, PARIS.

AGENCIES AND BRANCHES at: LONDON, BOULBON, SAN FRANCISCO, MARSILLAS, BOMBAY, HONGKONG, LYONS, CALCUTTA, HANKOW, NANTES, SHANGHAI, FOOCHOW.

LONDON BANKERS: THE BANK OF ENGLAND. THE UNION BANK OF LONDON.

The Hongkong Agency receives Fixed Deposits on Terms to be ascertained on application, grants Drafts and Credits on all parts of the World, and transacts every description of Banking Exchange Business.  
E. G. VOULLEMONT, Manager, Shanghai.  
Hongkong, May 20, 1879.

## Banks.

### CHARTERED MERCANTILE BANK OF INDIA, LONDON & CHINA.

(Incorporated by Royal Charter.)

THE following Rates of Interest are allowed on FIXED DEPOSITS:—  
For 12 months, 5 per cent. per annum.  
" 6 " 4 per cent. " "  
" 3 " 2 per cent. " "  
H. H. NELSON, Manager.  
Hongkong, May 31, 1879.

### CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL, £200,000. RESERVE FUND, £150,000.

BANKERS.  
THE BANK OF ENGLAND.  
THE CITY BANK.  
THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in Hongkong grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange, and conducts all kinds of Banking and Exchange Business.

RATES OF INTEREST ALLOWED ON DEPOSITS.  
On CURRENT ACCOUNTS, 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS.  
For 3 months, 3 per cent. per annum.  
" 12 " 4 per cent. " "  
" 12 " 5 per cent. " "

## For Sale.

FOR SALE.  
THE GOODWILL, LEASE, FURNITURE AND FIXTURES OF THE CENTRAL HOTEL, SHANGHAI—CHINA.

THIS HOTEL, which is furnished throughout in a very Superior Manner, has been in operation for upwards of 3½ Years, and affords an Excellent Opportunity for an Energetic Man, or a Married Couple, to secure a Competency in a few Years.  
Terms, and full Particulars, can be obtained upon application to  
HALL & HOLTZ, Shanghai.  
July 21, 1879.

## FOR SALE.

THE Undersigned offers for SALE at moderate Prices, an Invoice of PRESERVED MEATS from the SYDNEY PRESERVED MEAT COMPANY, comprising: Baked Beef and Mutton, Corned Beef and Soup and Bouilli in 6-lb. Tins, Ox-tongues, Spiced, Corned and Seasoned Beef, Roast and Corned Mutton, Sheep-tongues, Real Turtle Soup, Assorted Soups, Sheep's-head, Compressed Meats, Brawn and Ox-tongues, etc., in 2-lb. Tins.  
And,  
A Small Invoice of Superior Red and White AUSTRALIAN GROWN WINES, viz: MURRAY VALLEY and WYNDHAM WINES, comprising: Tokay, Verdillo, Muscat, Claret, Madelra, Sheraz, Reims Burgundy, Hermitage, Pineau in Quarts and Pints.  
Also,  
(From Bordeaux),  
CHATEAU DE FRAUDS, a Superior Breakfast Claret at \$5 per Case.  
A few Cases of LAFITTE.  
G. R. LAMMERT.  
Hongkong, July 17, 1879.

F. KLAMPERMEYER, 138, QUEEN'S ROAD, BEGS to inform the Public that he has commenced BUSINESS, as a CAFE and RESTAURANT Keeper, and will endeavour to the best of his ability to give satisfaction to those who kindly give him their Patronage.  
GERMAN SAUSAGES of all kinds can be made to Order at the shortest notice, and of the Best Quality.  
JOE OREAM at all Times in readiness, and can be supplied to Parties, &c.  
F. KLAMPERMEYER, Proprietor.  
Hongkong, August 4, 1879.

## FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE, in Quarts and Pints.  
GIBB, LIVINGSTON & Co.  
Hongkong, May 26, 1879.

## WASHING BOOKS.

(In English and Chinese.)  
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office.—Price, \$1 each.  
CHINA MAIL Office.

## For Sale.

## NEW GOODS

### EX RECENT ARRIVALS.

THE New Shapes in HATS.  
ACME FILES, and AMBERG'S INDEXICON FILES, the latest improvements for Office use.  
EXTRA FINEST ISIGNY BUTTER, New Season's Packing, L. C. & Co.'s OWN BRAND.  
LAWN TENNIS.  
REP NOTE PAPER and ENVELOPES.  
ARTISTS' COLOURS and COLOUR BOXES.  
LETTER SCALES.  
WALKING STICKS, well selected.  
NURSERY KETTLES and STANDS, New—Portable.  
MACKIE'S EXCHANGE TABLES.  
SPARKLING SAUMUR, a really Good Dry Champagne at a Moderate Price, Quarts \$10 and \$11. Pints \$11.50 and \$12.50 per case.  
RUINART PERE & FIEZ' CHAMPAGNE, \$10 per case.  
SPARKLING BURGUNDY, RECOMMENDED BY THE MEDICAL PROFESSION FOR INVALIDS.  
FINEST FRENCH PLUMS.  
DRY MANZANILLA SHERRIES.  
RED HEART RUM.  
Specially Selected Scotch WHISKY.  
ANGOSTURA BITTERS.  
THE MULTIPLEX COPIER, a new and most valuable Invention.  
CUMSHAW MIXTURE TEA (a five catty Box delivered at any address in the United Kingdom for \$8).  
MORLEY'S HOSIERY.  
PARISIAN SHIRTS.  
CALDECOTT'S CHILDREN'S PICTURE BOOKS.  
NEW NOVELS.  
WORKS OF REFERENCE.  
GOLDEN CLOUD TOBACCO, &c., &c., &c.

## LANE, CRAWFORD & Co.

Hongkong, August 6, 1879.

## Notices of Firms.

NOTICE.  
MR. ALEXANDER PALMER McEWEN is authorized to SIGN the Name of our Firm.  
HOLLIDAY, WISE & Co.  
Hongkong, August 5, 1879.

NOTICE.  
I HAVE TO-DAY established myself at this Port as GENERAL MERCHANT and COMMISSION AGENT.  
A. SCHOMBURG.  
Holhow, August 1, 1879.

NOTICE.  
PACIFIC MAIL STEAMSHIP Co.  
THE Authority to Sign Bills of Lading by this COMPANY'S STEAMERS, granted to Mr. J. J. HOWARD, is hereby revoked, and Mr. C. L. GORHAM is authorized to Sign until further notice.  
RUSSELL & Co., Agents.  
Hongkong, July 10, 1879.

NOTICE.  
THE Undersigned has established himself at the Premises formerly occupied by LAMBERT, ATKINSON & Co., Peddar's Wharf, as  
AUCTIONEER, APPRAISER AND COMMISSION AGENT.  
All GOODS entrusted for SALE will be fully covered by FIRE INSURANCE.  
G. R. LAMMERT.  
Hongkong, July 1, 1879.

## Intimations.

DOG LOST.  
LOST, from H.B.M. Consulate, Canton, on the 2nd of May last, a rough-haired SCOTCH TERRIER of an Iron Grey Colour, with out Ears and Tail, and answering to the Name of "WASP."  
There is reason to believe that the Dog is now in Hongkong.  
A REWARD of \$10 will be given to any one who will give such information as will lead to his recovery.  
H. B. M. Consulate, Canton, August 2, 1879.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 3% or \$2.25 PER SHARE, declared at the Ordinary Half-Yearly MEETING of SHAREHOLDERS held YESTERDAY, will be payable at the Hongkong and Shanghai Bank on and after TO-MORROW (THURSDAY), the 31st Instant.  
SHAREHOLDERS are requested to apply at the Office of the Company for Warrants.  
By Order of the Board of Directors,  
P. A. DA COSTA, Secretary.  
Hongkong, July 30, 1879.

THE Undersigned have been appointed SOLE AGENTS for Hongkong and China for the Sale of their LEAD by the MEYER & Co. MACHINERY MANUFACTURING SOCIETY.  
MEYER & Co.  
Hongkong, June 27, 1879.

## Intimations.

### HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be Held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of August next, at THREE O'CLOCK p.m., for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 30th June, 1879.  
By Order of the Court of Directors,  
T. JACKSON, Chief Manager.  
Hongkong, July 31, 1879.

### HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given, that the REGISTERS of SHARES of the CORPORATION will be CLOSED from WEDNESDAY, the 6th, to SATURDAY, the 16th of August (both days inclusive), during which period no Transfer of Shares can be registered.  
By Order of the Court of Directors,  
T. JACKSON, Chief Manager.  
Hongkong, July 31, 1879.

### HONGKONG FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND THE FIRST 6 MONTHS OF 1879.

SHAREHOLDERS in the above COMPANY are requested to Furnish the Undersigned with a List of their CONTRIBUTIONS for the Year ending December 31st 1878, and for the Six Months from January 1st to June 30th 1879; in Order that the Distribution of the Portion of PROFITS Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to October 31st next, will be adjusted by the Company and no Claims or Alterations will be subsequently admitted.  
JARDINE, MATHESON & Co., General Managers.  
Hongkong, July 24, 1879.

### OHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1878, AND TO THE 30th JUNE, 1879.

SHAREHOLDERS in the above COMPANY are requested to Furnish the Undersigned with a List of their CONTRIBUTIONS from the 1st of January, 1878, to the 30th June, 1879, in Order that the Portion of the NET PROFITS to be Reserved for CONTRIBUTORS may be arranged. Returns not rendered prior to the 31st October next will be adjusted by the Company, and no Claims or Alterations will be subsequently admitted.  
JAS. B. COUGHTRIE, Secretary.  
Hongkong, August 2, 1879.

## NOTICE.

FROM THE 1st OF OCTOBER, DR. EASTLAKE will receive his PATIENTS at his new DENTAL ROOMS, No. 50, QUEEN'S ROAD CENTRAL, over the MEDICAL HALL.

## Shipping.

### Steamers.

### COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOT POSTE FRANÇAIS.

The Company's Steamship "PEIHO," Commandant PASQUALINI, will be despatched for SHANGHAI TO-MORROW, the 7th Instant, at Noon.  
G. DE CHAMPEAUX, Agent.  
Hongkong, August 6, 1879.

### FOR SWATOW, AMOY & FOOCHOW.

The Steamship "DOUGLAS," Capt. YOUNG, will be despatched for the above Ports on THURSDAY, the 7th Instant, at Noon, instead of as previously advertised.  
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.  
Hongkong, August 5, 1879.

### FOR MANILA.

The Steamship "DIAMANTE," Capt. THERIAUD, will be despatched for the above Port on THURSDAY, the 7th Inst., at 4 p.m.  
For Freight or Passage, apply to RUSSELL & Co.  
Hongkong, August 4, 1879.

### FOR SYDNEY & MELBOURNE.

The British Steamer "BENLEDI," shortly due from Foochow, will be despatched as above on SATURDAY Next, the 9th Instant, at Noon.  
For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, August 4, 1879.

### STEAM TO SINGAPORE AND BOMBAY.

The P. & O. S. N. Co.'s S.S. "SUNDA," will leave for the above Places on SATURDAY, at Noon, the 9th Instant.  
A. McIVER, Superintendent.  
P. & O. S. N. Co.'s Office, Hongkong, August 2, 1879.

### FOR AMOY, TAIWANFOO & TAMSUI.

The Steamship "HAILONG," Capt. GOOD, will be despatched for the above Ports on SATURDAY, the 9th Inst., at Noon.  
For Freight or Passage, apply to DOUGLAS LAPRAIK & Co.  
Hongkong, August 5, 1879.

### FOR SHANGHAI & YOKOHAMA.

The Steamship "VIOLETT," shortly expected from Singapore, will have quick despatch for the above Ports.  
For Freight or Passage, apply to JARDINE, MATHESON & Co.  
Hongkong, August 5, 1879.

### FOR AMOY.

The Steamship "ESMERALDA," Capt. TALBOT, shortly due, will have immediate despatch for the above Port.  
For Freight or Passage, apply to RUSSELL & Co.  
Hongkong, August 4, 1879.

### AUSTRALASIAN STEAM NAVIGATION COMPANY.

FOR PORT DARWIN, COOKTOWN, SYDNEY & MELBOURNE, Taking Cargo and Passengers at through rates for all Australasian and New Zealand Ports, TASMANIA, NEW CALEDONIA & FIJI.  
A Chartered Steamer will leave as above on or about the 20th Instant.  
For Freight or Passage, apply to GEO. R. STEVENS & Co., Agents.  
Hongkong, August 2, 1879.

### FOR LONDON VIA SUEZ CANAL.

(To FOLLOW THE "Gleniffer.")  
The Steamship "GLENLYN," Captain QUARTLY, shortly expected, will have quick despatch as above.  
For Freight or Passage, apply to JARDINE, MATHESON & Co.  
Hongkong, July 18, 1879.

## Shipping.

### Steamers.

FOR LONDON VIA SUEZ CANAL. The Steamship "GLENIFFER," Capt. GRAHAM, will be despatched as above on or about the 20th Instant.  
For Freight or Passage, apply to JARDINE, MATHESON & Co.  
Hongkong, July 12, 1879.

### Sailing Vessels.

FOR LONDON. The S/S L.I.I. Russian Bark "KALAZA," J. Ross, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, July 26, 1879.

FOR SAN FRANCISCO. The S/S L.I.I. Russian Bark "COLWYN," BULMAN, Master, will load here for the above Port, and will have immediate despatch.  
For Freight or Passage, apply to VOGEL & Co.  
Hongkong, June 23, 1879.

FOR HAMBURG. The S/S L.I.I. British Bark "EDWARD BARROW," RICH, Master, will load here for the above Port, and will have quick despatch.  
For Freight, apply to VOGEL & Co.  
Hongkong, July 21, 1879.

FOR SAN FRANCISCO. The S/S L.I.I. American Ship "VIGILANT," Captain ROSS, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, July 16, 1879.

FOR HONOLULU. The S/S L.I.I. American Bark "ALICE C. DICKERMAN," Captain W. L. BRYANT, will load here for the above Port, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, July 16, 1879.

FOR SYDNEY AND MELBOURNE. The S/S L.I.I. British Bark "ORANGE GROVE," Capt. LONGMUIR, shortly due, will load here, for the above Ports, and will have quick despatch.  
For Freight, apply to RUSSELL & Co.  
Hongkong, July 15, 1879.

FOR LONDON. The S/S L.I.I. British Bark "GAUNTLET," Lucas, Master.  
For Freight, apply to VOGEL & Co.  
Hongkong, June 6, 1879.

FOR NEW YORK. The S/S L.I.I. American Bark "CHASCA," Captain WASHBURN, will load here, and will have quick despatch for the above Port.  
For Freight, apply to RUSSELL & Co.  
Hongkong, July 4, 1879.

FOR NEW YORK. The S/S L.I.I. American Ship "MONTE ROSA," O. O. CARTER, Master.  
For Freight, apply to VOGEL & Co.  
Hongkong, July 3, 1879.

FOR HAMBURG. The S/S L.I.I. German Bark "HELENE," VOLQUARDSEN, Master.  
For Freight, apply to VOGEL & Co.  
Hongkong, June 25, 1879.

### HONGKONG WHARF & GODOWNS.

GOODS RECEIVED ON STORAGE at Moderate Rates, in FIRST-CLASS GODOWNS, under European supervision; and VESSELS Discharged alongside the Wharf, on favorable Terms, with quick despatch. Also a fine Godown to be let.  
MEYER & Co.  
Hongkong, August 1, 1879.

## DENTAL NOTICE.

DR. ROGERS will visit SHANGHAI during the Summer Months, leaving HONGKONG on the 1st of April next, and returning about 1st November.  
Hongkong, February 10, 1879.



## Auctions.

## PUBLIC AUCTION.

TO BE SOLD BY PUBLIC AUCTION, shortly, on a day to be hereafter named, unless previously disposed of by private contract.

**THE HONGKONG DISTILLERY,** Situate at East Point, Hongkong, now in Complete Working Order, and Capable of Distilling upwards of 2,000 Gallons daily. The Property is of a most valuable nature, comprising THREE PIECES OF GROUND close to the water, viz.:—Inland Lots Nos. 749, 781 and 782, with the Substantially Built DWELLING HOUSE and BUSINESS PREMISES, erected especially for the purpose only a few years since, together with the MACHINERY, ENGINES, STILL, VATS, STOCK, and TRADE FURNITURE and FITTINGS.

For further Particulars, apply to Messrs SHARP, TOLLER, and JOHNSON, Solicitors, Supreme Court House, Hongkong, March 5, 1879.

## Notices to Consignees.

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Moray* having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Hongkong, July 31, 1879. au7

## FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Arratoon Apar*, Capt. A. B. MACAVISH, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.

Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

D. SASSOON, SONS & Co., Agents, Hongkong, July 31, 1879. au7

## FROM SAN FRANCISCO AND YOKOHAMA.

THE Steamship *City of Tokio*, having arrived from the above Ports, Consignees of Cargo are hereby notified that all Cargo remaining undelivered at 12 a.m. To-morrow, the 3rd inst., will be landed and stored at their risk and expense.

RUSSELL & Co., Agents, Hongkong, August 2, 1879.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## S. S. PEI-HO.

## NOTICE.

CONSIGNEES of Cargo per S. S. *Gange*, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godown, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-morrow, the 6th inst., at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after Tuesday, the 12th inst., at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent, Hongkong, August 5, 1879. au12

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the Undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

AME (in diamond) Nos. 16/17, Or., 2 cases T J ..... Planel, from L'don.

Ex *Anadyr*.

Mr Charles Bonnet, 1 case Shirts, &c., from Marseilles.

B & C (in diamond) Order, 150 bales Cotton, from Madras.

G. DE CHAMPEAUX, Agent, Hongkong, July 30, 1879.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

BRETHOVEN, German barque, Captain R. Haje, —Molchers & Co.

AGNES MUIR, British ship, Capt. James Lowe, —Meyer & Co.

SARNT MARK, British steamer, Captain Johnson, —Meyer & Co.

## To-day's Advertisements.

## FOR SINGAPORE, SUEZ &amp; LONDON.

The Steamship "TEVIOT," NISBET, Commander, will be despatched for the above Ports TO-MORROW, the 7th inst., at Noon.

For Freight or Passage, apply to ADAMSON, BELL & Co., Agents, Hongkong, August 6, 1879. au7

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "MORAY," BUTCHER, Commander, will be despatched for the above Ports on WEDNESDAY, the 13th inst., at 3 o'clock p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Hongkong, August 6, 1879. au13

## FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARRATOON APAR," Captain A. B. MACAVISH, will be despatched for the above Ports on WEDNESDAY, the 13th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents, Hongkong, August 6, 1879. au13

## FOR LONDON AND HAMBURG.

The Steamship "LYDIA," PAULSEN, Master, will be despatched on or about the 15th inst., at 3 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Hongkong, August 6, 1879. au15

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, ON

## SATURDAY,

the 9th August, 1879, at 2 p.m., at "Idlewild," the Residence of the late Rev. R. H. KIDD, Colonial Chaplain,—

The whole of the HOUSEHOLD FURNITURE, &c.

comprising:—Drawing, Dining, and Bedroom Furniture, Sofa, Chairs, Mirrors, Pictures, Dining Table, Sideboard, Whatnots, Crockery, Glass and Plated Ware, Double and Single Iron Bedsteads, Iron Cots, Wardrobes, Chest of Drawers, &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

Hongkong, August 6, 1879. au9

## NOTICE.

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS POSTE FRANCAIS.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA,

POINT DE GALLE,

ADEN, SUEZ, ISMAILIA, PORT SAID, NAPLES, AND

MARSEILLES;

Also, PONDICHERY, MADRAS, CALCUTTA AND ALL INDIAN PORTS.

ON TUESDAY, the 19th August, 1879, at Noon, the Company's S. S. *ANADYR*, Commandant LE BOURSEUR, with PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 18th August, 1879. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent, Hongkong, August 6, 1879. au19

## SHIPPING.

## ARRIVALS.

Aug. 6, *Diamante*, British steamer, 514, E. Thebaud, Amoy Aug. 4, General—RUSSELL & Co.

Aug. 6, *Hwai Yuen*, Chinese steamer, from Canton.

Aug. 6, *Conquest*, British steamer, 317, F. Biphick, Halphong and Hoilow, General—E. SHUN.—[In quarantine.]

Aug. 6, *Kwangtung*, British steamer, 700, Abbott, Foochow Aug. 2, Amoy 4, and Swatow 5, General.—DOUGLAS LAFRAIK & Co.

## DEPARTURES.

Aug. 6, *Atalanta*, for Hoilow.

6, *Menelaus*, for London, &c.

## CLEARED.

Registro, for Sual.

Charité, for Tientsin.

Ulysses, for Shanghai.

Hwai Yuen, for Shanghai.

Alex. Newton, for Newchwang.

## PASSENGERS.

## ARRIVED.

Per *Kwangtung*, from Coast Ports, Messrs Goughtrie, Blanchard, Anstruther, and Pereira, and 154 Chinese.

Per *Diamante*, from Amoy, 1 Cabin, and 180 Chinese.

## DEPARTED.

Per *Menelaus*, for Straits, 100 Chinese.

## SHIPPING REPORTS.

The British steamer *Diamante* reports: Had Southerly winds with swell and heavy rain squalls throughout.

The British steamer *Kwangtung* reports: Foochow to Amoy dull, cloudy weather with rain and light variable winds. Amoy to Swatow and Hongkong, weather cloudy with fresh Southerly winds and rain. South-easterly swell. In Foochow: S. S. *Glengyle Benledi*, and *Hesperia*, H. M. gunboats *Lily* and *Lapwing*. In Amoy: S. S. *Carisbrooke*, and 11. M. gunboat *Mosquito*. In Swatow: R. C. *Feiho*, and S. S. *Newchwang*. On the 3-d at 4 a.m. S. S. *Oceanic* left Amoy for San Francisco, and on the morning of the 4th the S. S. *Glaucus* from Hongkong arrived, landed passengers and proceeded for Shanghai; on the same morning the R. C. *Ling Feng* left for a cruise to the Northern Light-houses.

## POST OFFICE NOTICES.

## MAILS will close:—

For SHANGHAI.—Per S. S. *Feiho*, To-morrow, the 7th inst. Registry closes at 10.45 a.m. Mail closes at 11 a.m. Late Letters received from 11.10 to 11.30 with 18 cents Late Fee. Paid Correspondence may then be posted in the moveable box on board the Packet.

For Hwai Yuen, at 11.30 a.m. To-morrow, the 7th inst.

For STRAITS SETTLEMENTS, SUEZ, AND LONDON.—Per *Teviot*, at 11.30 a.m. To-morrow, the 7th inst.

For AMOY AND MANILA.—Per *Envoy*, at 11.30 a.m. To-morrow, the 7th inst., instead of as previously notified.

For SWATOW, AMOY, & FOOCHOW.—Per *Douglas*, at 11.30 a.m., on Thursday, the 7th inst., instead of as previously notified.

For STRAITS SETTLEMENTS.—Per *Saint Mark*, at 2 p.m., on Friday, the 8th inst.

For SAIGON.—Per *Cassandra*, at 2.30 p.m., on Friday, the 8th inst.

For MANILA.—Per *Pernambuco*, at 3.30 p.m., on Friday, the 8th inst.

Per *Zambanga*, at 3.30 p.m., on Saturday, the 9th inst.

For AMOY, TAIWAN, AND TAMSUI.—Per *Hailong*, at 11.30 a.m., on Saturday, the 9th inst.

For SYDNEY, MELBOURNE, NEW ZEALAND, &c.—Per *Benledi*, at 11.30 a.m., on Saturday, the 9th inst., instead of as previously notified.

For STRAITS SETTLEMENTS, AND BOMBAY.—Per *Sunda*, at 11.30 a.m., on Saturday, the 9th inst.

## MAILS BY THE BRITISH PACKET.—

The British Contract Packet *Katsari Hind* will be despatched on TUESDAY, the 12th inst., with Mails to and through the United Kingdom and Europe via Brindisi or Southampton; to the Straits Settlements, Batavia, Borneo, Ceylon, India, Aden, Egypt, Malta, and Gibraltar.

N.B.—This Packet carries no mails for the Australian Colonies, E. or S. Africa, nor for Mauritius.

## MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet *City of Tokio*, will be despatched on MONDAY, the 18th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c. which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Letters (except for Non-Union Countries) may be posted on board the Packet with Late Fee of 18 cents extra Postage until the time of departure.

Correspondence for Non-Union West Indies (except the Bahamas and Hayti), Monte Video, Paraguay, and Uruguay cannot be sent by this route.

Hongkong, August 4, 1879. au18

## MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Anadyr*, will be despatched on TUESDAY, the 19th inst., with Mails to and through the United Kingdom and Europe, via Naples; to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Pondicherry, Madras, Calcutta, Bombay, Aden, Suez, and Alexandria.

The usual hours will be observed in closing the Mails, &c.

## HOURS OF CLOSING

## THE CONTRACT MAILS.

The following hours are observed in closing Mails, &c., by both the British and French Contract Packets:—

Day before departure.—

5 p.m.—Money Order Office closes; Post Office closes except the Night Box, which remains open all night.

Day of departure.—

7 a.m.—Post Office opens.

10 a.m.—Registry of Letters ceases.

Posting of all printed matter and patterns ceases.

11 a.m.—Mails closed, except for Late Letters.

11.10 a.m.—Letters may be posted with Late Fee of 18 cents until

11.30 a.m.—when the Post Office Closes entirely.

11.40 a.m.—Late Letters may be posted on board the packet with Late Fee of 18 cents until time of departure.

## REMARKS FOR TO-MORROW.

## Shipping.

Noon.—*Teviot* leaves for Singapore, &c.

Noon.—*Douglas* leaves for Coast Ports.

Noon.—*Feiho* leaves for Shanghai.

4 p.m.—*Diamante* leaves for Manila.

## General Memoranda.

SATURDAY, August 9:—

Noon.—*Sunda* leaves for Singapore, &c.

Noon.—*Benledi* leaves for Sydney, &c.

Noon.—*Hailong* leaves for Amoy, &c.

2 p.m.—Sale of Household Furniture, &c., at late Rev. R. H. Kidd's residence, "Idlewild."

TUESDAY, August 12:—

Noon.—English Mail leaves for Ports of Call and Europe.

Goods per *Feiho* undelivered after Noon, subject to rent and landing charges.

9 p.m.—Meeting of St. John Lodge, No. 618 S.O.

WEDNESDAY, August 13:—

3 p.m.—*Moray* and *Arratoon Apar* leave for Singapore, &c.

SATURDAY, August 16:—

3 p.m.—Meeting of Shareholders of the Hongkong and Shanghai Banking Corporation at the City Hall.

MONDAY, August 18:—

3 p.m.—American Mail leaves for Yokohama and San Francisco.

TUESDAY, August 19:—

Noon.—French Mail leaves for Ports of Call and Europe.

MONDAY, September 1:—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer leaves for Yokohama and San Francisco on or about

THE HONGKONG DISPENSARY,

Established A.D. 1841.

香港大藥房

A. S. WATSON & Co.,

FAMILY & DISPENSING CHEMISTS,

WHOLESALE AND RETAIL DRUGGISTS,

IMPORTERS

OF

DRUGGISTS' SUPPLIES, NURSERY REQUISITES, TOILET REQUISITES, ENGLISH,

AMERICAN, AND FRENCH PATENT

MEDICINES.

MANUFACTURERS

OF

Soda Water, Lemonade, Tonic Water,

Gingerale, Potass Water, Sarsaparilla

Water, and other Aerated Waters.

The Manufactory is under direct and continuous European Supervision.

—Hongkong, June 1, 1876.

## BIRTH.

On the 24th June, at the Box House, Kensing, Sevenoaks, the Wife of C. LANGDON DAVIES, late of Hongkong, of a Daughter.

## MARRIAGE.

On the 25th June, at the Parish Church, Basilton, JAMES WALKER, of Christchurch, Oxford, to GERTRUDE AGNES, the Daughter of Arthur Smith, of The Grotto, Basilton, formerly of China.

The publication of this issue commenced at 8.05 p.m.

## THE CHINA MAIL.

HONGKONG, WEDNESDAY, AUGUST 6, 1879.

## LOCAL AND GENERAL.

The next ENGLISH MAIL may be expected here on Friday, the 8th inst., by the P. & O. steamer *Cathay*.

The *Hailong* went round to Aberdeen this morning to be docked and painted.

We are informed that the O. & O. S. S. Co.'s steamer *Belgie*, with the mails of the 15th ult., left Yokohama to-day (6th).

We understand that the Hongkong Humane Society have entered into a correspondence with the Royal Humane Society, relative to the granting of medals in cases of gallant conduct.

In the Gazette of to-day, confirmation of the appointment of Dr Eilel as Inspector of Schools, by the Secretary of State, is notified. It is also notified that Mr J. Gerrard, acting Registrar General, was sworn in as a Justice of the Peace on 8th October of last year, just ten months ago. It is also announced that the Chinese Community have contributed \$400 towards the funds of the Hongkong Humane Society; and that the acting Registrar General has handed over that sum to the Treasurer of the Society.

THERE is a rumour current to-day that advices have been received, by the French mail, to the effect that the post of Chief Justice of Gibraltar has been offered to our esteemed Attorney General, Mr Philippo, and accepted by him. For Mr Philippo's sake, we shall be very glad if the report is confirmed, although on public grounds it seems a pity that Hongkong should be deprived of his services at a time when the circumstances of the Colony require men of his robust character to oppose if not to prevent the sudden introduction of innovations which are not always improvements. Mr Philippo was on special service to Gibraltar in 1873, and acted as attorney-general and judge of the court of requests

there for some time. The salary of the Chief Justice is £1250.

In the *Japan Punch* for June appears a full-page cartoon, representing the figure of a well-known official in the act of addressing an audience, with his pockets full of papers—one arm being uplifted and the other snugly stowed in his bosom. The picture is headed "The greatest Philanthropist of modern times and honoured guest of the Japanese Government;" while under the great little man's foot is written, "This beautiful cartoon is intended to cause the wicked journalists of Hongkong tortures and tears." On the Japanese national flag is inscribed "Welcome to Japan;" and under the extended arm or wing of the "honoured guest" is the dwarfed figure of a Chinaman, with outstretched arms, exclaiming "K'ni sat sau ho yan" (He is a really good man). The likeness is not a very happy one, although the attitude is unmistakable.

We are glad to learn that the question of the hour of departure of the homeward French mail steamers from Hongkong has been decided in favour of the community.

Three months ago, when the change was first mooted, we remarked upon the ignorance of local wants which the suggestion conveyed; but while credit is due to the local authorities and the Company's officials for representing the real state of the case, it must be admitted the ignorant officials at home have partially atoned for the past by listening to reason. The French mail steamers will leave at noon, as hitherto, and the arrangements for the public convenience which are so frequently being made by our Postmaster General will therefore not be interfered with for the present.

BETWEEN three and four o'clock this afternoon the front of one of the houses in course of erection in Cochrane Street fell in with a loud crash, leaving the outside wall in a very dangerous state. Mr R. G. Alford, the surveyor in charge of the building, is of opinion that the recent wet weather has caused the accident. Luckily no one was hurt, which is rather a wonder as the building is very high (three storeys



Harland and Wolff, of Belfast, for the construction of three steam vessels of 3,400 tons and 600-horse power.

Mr James Morgan, late Consul at Tientsin, has retired on a pension.

The so-called "surtax pavilion" has scarcely been put aside, in consequence of the uniform remonstrances of the trading community, when the Member of Parliament for Bremen, Mr Mosle, has, says our Hamburg correspondent (June 22), found out another means whereby to ruin the German shipping trade. Mr Mosle, who is himself director of a shipbuilding yard at Bremen, is of opinion that the German shipping trade is to be revived by an import duty of 10 per cent. upon all ships which are built in foreign countries for German account, or bought from foreign countries by German owners. How such a measure would affect the great German steamship companies is plainly shown by the fact that of all the large and splendid steamships of the Hamburg American Company and the Norddeutscher Lloyd not a single one was built at Germany, and, in fact, could not have been built here, owing to the lack of suitable shipbuilding yards, but all the vessels had to be ordered in England. It is therefore to be hoped that this new attempt of Mr Mosle will meet with the same fate as the first.

The Finance Committee of the U.S. Senate has amended the Trade Dollar Bill passed by the House, by providing that trade dollars shall only be received at bullion value. The Committee also struck out the stipulation that coinage under the Act shall not be accounted part of the coinage of silver required by the present law, and it further decided not to report the Bill until December next.

The appointment of first and principal naval aide-de-camp to the Queen, held in succession by such distinguished officers as Sir William Parker, the Earl of Lauderdale, Sir James Hope, and Sir Henry Keppel, has been given to Admiral Sir Asley Cooper Key, K.C.B. The distinguished officer of first and principal aide-de-camp has only fallen vacant on four occasions during Her Majesty's reign. Admiral Sir Asley Cooper Key entered the navy in 1835, passed his examination in 1840, and was promoted Lieutenant in 1842. As Lieutenant of the *Gorgon* he was officially thanked for rescuing that ship when stranded at Monte Video in 1844. In 1845 he commanded the *Fanny*, tender, and was slightly wounded during the battle of the Patana, for which he was promoted commander. He next commanded the *Bulldog*, sloop, in the Mediterranean from 1847 to 1849, and was promoted captain 1850. During the Russian war he commanded the *Amphion* in both expeditions to the Baltic, and did good service at the bombardment of Bomarsund and Sveaborg. His next service afloat was with the *Fans Parrel* at Calcutta during the Indian mutiny, and afterwards in China, where Captain Key served on shore at the storming of Canton, and effected the capture of Commissioner Yeh with his own hand. After his return to England he served as captain of the steam reserve at Devonport from 1860 to 1866, was then in command of the *Excellent*, at Portsmouth, and in 1866 was promoted rear-admiral. He was director of naval operations from 1866 to 1869, admiral superintendent at Malta, and second in command of the Mediterranean squadron from 1870 to 1873, president of the Royal Naval College at Greenwich from 1873 to 1875, and commander in-chief North America and West Indies from 1875 to 1878. He has received the Baltic medal, China medal with Canton clasp, and was created a K.C.B. in May, 1873.

Prince Leopold has been installed as Worshipful Master of the Lodge of Antiquity, No. 2, at Freemasons' hall. This lodge is the celebrated lodge of which Sir Christopher Wren was Master, during the building of St. Paul's, and which met at the Goose and Gridiron. Prince Leopold, at the banquet at Freemasons' Tavern, which followed the working of the lodge, when returning thanks for the toast of "The Health of the Worshipful Master," expressed the pleasure he felt at the honour conferred on him by being selected as the Master of a Lodge of which his grand uncle, the Duke of Sussex, was Master for thirty-four years.

The marble statue of Burns, intended to form the central feature of the Kilmarock monument to the poet, has been finished by Mr Stevenson, of Edinburgh. The inauguration, with full Masonic honours, will take place on the 9th of Aug. Colonel Alexander, M.P., taking the leading part in the proceedings. The entire work will cost £25,000, of which the statue will cost £28,000.

Mr Hep, in charge of the United States Legation at Constantinople, in his last despatch to the Department of State, announced the arrival at that port of Joseph T. Clarke, and Francis H. Bacon, in the *Dorcan*, a boat of only two tons, from Boston. A voyage across the Atlantic in so small a vessel excited great wonder in Constantinople. They had encountered a severe storm, in which Mr Clarke nearly lost his life. Their ship and some other articles were washed overboard in the gale.

## THE HARBOUR MASTER'S REPORT FOR 1878.

The annual report of the Harbour-Master, over the signature of Mr J. P. McEuen (acting), is published in the *Gazette* of today. It is dated 6th March, and is accompanied by the tabular returns.

### SHIPPING.

2. This year's report of the Trade of the Colony compares favourably with that of 1877.

3. During the year just past 3,057 vessels, exclusive of junks, measuring 2,591,172 tons were entered at this Office; this is an increase on 1877 of 188 vessels and 145,417 tons.

4. Of the 3,057 vessels above mentioned, 2,169 with a tonnage of 1,923,263 tons, or 70.95 per cent. of vessels and 74.23 per cent. of tonnage, were British; the remaining 888 vessels and 668,909 tons, or 29.05 per cent. of vessels and 25.77 per cent. of tonnage, are divided among the other Nationalities in the following proportions:—Germany, 367 vessels with a tonnage of 209,204 tons, or 12.01 per cent. of vessels and 8.07 per cent. of tonnage; France, 146 vessels with a tonnage of 177,156 tons, or 4.77 per cent. vessels and 6.83 per cent. of tonnage; America, 107 vessels with a tonnage of 115,218 tons, or 3.50 per cent. of vessels and 4.45 per cent. of tonnage; China, 76 vessels with a tonnage of 63,742 tons, or 2.49 per cent. of vessels and 2.49 per cent. of tonnage; Spain, 76 vessels with a tonnage of 20,280 tons, or 2.49 per cent. of vessels and 1.13 per cent. of tonnage; Siam, 44 vessels with a tonnage of 22,529 tons, or 1.44 per cent. of

vessels and 0.89 per cent. of tonnage; Denmark, 25 vessels with a tonnage of 15,616 tons, or 0.82 per cent. of vessels and 0.60 per cent. of tonnage; and Holland, 19 vessels with a tonnage of 15,985 tons, or 0.62 per cent. of vessels and 0.61 per cent. of tonnage.

The remaining 23 vessels representing 18,889 tons, or 0.61 per cent. of vessels and 0.73 per cent. of tonnage, are composed of 7 Italian with a tonnage of 4,827 tons; 7 Norwegian with a tonnage of 4,519 tons; 3 Swedish with a tonnage of 2,007 tons; 3 Portuguese with a tonnage of 1,664 tons; 2 Austrian with a tonnage of 2,303 tons; and one each of Belgian, Burmese, Nicaraguan and Russian with an aggregate tonnage of 3,569 tons; the Belgian vessel which represents 2,297 of the tonnage is the "Perusia," really a British vessel, for a time under the Belgian flag.

5. The Steam trade of the Colony is represented by 2,326 vessels, with a tonnage of 2,136,832 tons; the Sailing vessels, exclusive of junks, number 731 with a tonnage of 454,340 tons. Of the 2,326 Steam vessels, 1,922 with tonnage of 1,715,895 tons, or 82.63 per cent. of vessels and 80.30 per cent. of tonnage, were British; the balance of the Steam trade being made up by the different Nationalities in the following proportions:—Germany, 148 vessels with a tonnage of 123,078 tons, or 6.36 per cent. of vessels and 5.75 per cent. of tonnage; France, 78 vessels with a tonnage of 149,891 tons, or 3.35 per cent. of vessels and 7.02 per cent. of tonnage; China, 76 vessels with a tonnage of 63,742 tons, or 3.27 per cent. of vessels and 2.98 per cent. of tonnage; Spain, 69 vessels with a tonnage of 24,400 tons, or 2.94 per cent. of vessels and 1.12 per cent. of tonnage; Denmark, 17 vessels with a tonnage of 12,904 tons, or 0.73 per cent. of vessels and 0.61 per cent. of tonnage; America, 12 vessels with a tonnage of 32,219 tons, or 0.52 per cent. of vessels and 1.51 per cent. of tonnage.

The remaining 14 Steam vessels representing 15,063 tons, or 0.60 per cent. of vessels and 0.71 per cent. of tonnage, are represented by 9 Dutch with a tonnage of 9,642 tons; 3 Norwegian with a tonnage of 2,715 tons, and one each of Belgian and Burmese, the former (the "Perusia") of 2,297 tons and the latter of 409 tons.

6. Seven hundred and thirty-one Sailing vessels, exclusive of junks, measuring 454,340 tons, entered at this Office during 1878; this is a decrease of 29 vessels and 9,292 tons on the previous year. Of the 731 vessels, 247 with a tonnage of 207,368 tons, or 33.79 per cent. of vessels and 45.64 per cent. of tonnage, were British.

7. The grand total of arrivals in the Colony including junks, but exclusive of Local Trade, is 28,779 vessels of 4,352,668 tons; this is a decrease of 590 in the number of vessels, but an increase in tonnage by 108,125 tons.

The Summary (Return XV) shows that 66,820 vessels, measuring 8,982,693 tons, have entered and cleared at this Office during 1878; this is a decrease on 1877 of 1,131 vessels, but an increase in tonnage of 388,245 tons.

8. The trade between this port and the Colonies of Australia and New Zealand shows a decrease on 1877 of 9 British vessels and of 8,443 tons, and a decrease of 5 Foreign vessels with an increase of 161 tons.

9. The trade with Great Britain shows a decrease in British bottoms of 17 vessels and 6,524 tons, and in Foreign bottoms of 3 vessels and 2,352 tons.

10. This year the trade between Hongkong and Coochin-China has been divided under two heads; namely, between Hongkong and Coochin-China, which means Saigon, Turon, Quinhon, &c., and between Hongkong and Ports in Hainan and the Gulf of Tonquin; as this is the first year this trade has been so divided it is difficult to tell whether there has been an increase or decrease under the separate heads, but taken collectively there has been, as compared with the year 1877, an increase of 10 vessels and 9,801 tons.

11. There has been a considerable increase in the trade between this port and India and Singapore as well as with Japan. The increase with Japan is represented by 40 vessels and 52,739 tons, and between this port and India and Singapore by 18 vessels and 6,009 tons.

### JUNK TRADE.

12. During 1878 this trade has decreased in Arrivals and Departures by 1,561 vessels and 69,295 tons there has also been a decrease of 8,304 in the number of the crews as well as 14,368 in the number of passengers carried; this is inclusive of the Local Trade.

13. The principal decrease is between Hongkong and the Coast of China and Formosa, which amounts to 1,165 vessels and 58,512 tons, the decrease in the numbers of crews and passengers is 6,655 and 9,641 respectively.

14. The Local Trade has also decreased in the numbers of vessels and passengers, but the tonnage has increased by 4,685 tons and the crews by 2,441.

### EMIGRATION.

15. The number of Chinese Emigrants leaving this port during the year 1878 was 38,653 as compared with 39,741 during 1877, showing a decrease of 1,088.

16. The number despatched to Cooktown during 1878 amounted to 51; this is a decrease on 1877 of 6,014, caused presumably by the Poll tax of £10 imposed on every Chinese landing there. There is an increase however of 1,716 on the number embarked for Port Darwin. I understand that many of these find their way to other parts of the country overland and thus evade the tax.

17. The number of Emigrants proceeding to San Francisco shows a decrease of 3,222; this was to be expected in consequence of the opposition shown by the State of California.

18. To make up for the decrease in the number of Emigrants proceeding to Cooktown and San Francisco, the Straits Settlements have taken 5,601, Sydney 1,367, Melbourne 285, and Dunedin 224 more than in 1877.

19. Emigration was again opened during 1878 to British Guiana. The British barque *Dartmouth* left on the 23rd of December taking 506 passengers; this number included 47 women and 23 children.

20. The total number of passengers returning to the Colony amounted during 1878 to 47,882; this is in excess of the number leaving by 9,229; the number returning from the Straits Settlements alone amounted to 29,775, which was in excess of those going there by 9,145.

21. *Registry of Shipping.*—Five vessels have been registered at this port during 1878; four were vessels built here, the fifth was transferred from Halifax, N.S. The Registers of seven vessels were, for various reasons, cancelled during the same period. The amount of Fees collected under this heading was \$372.00.

22. *Marine Magistrate's Court.*—One

hundred and ninety-nine cases were tried at this Court, two only were of a serious nature, namely, those of two junks which left the Harbour without a Clearance, and were forfeited to the Crown.

23. *Examinations for the Posts of Masters and Mates under Ordinance No. 17 of 1860.*—There were 46 applicants, of whom 29 obtained Certificates of Competency, and 17 failed.

24. *Marine Courts, under Ordinance No. 11 of 1860.*—The following Courts have been held during the year:—

1. On the 27th June, 1878, inquiry as to the loss of the British barque *Knight of Snowdon*, Official No. 51,022, on a reef (marked on the Chart by which the Master was navigating) about four miles to the Northward and Westward of Cape Santiago in the Island of Luzon, Philippine Group. The Master (Charles Richardson) and First Mate (Alexander Thomson) Certificates of Competency were suspended for three months, respectively.

2. On the 31st July, 1878, inquiry as to the loss of the British barque *Lord of the Isles*, Official No. 51,051, on a rock (according to the Master's statement) about 300 yards from the North-east point of Andres Island, Nararjos Group, Philippine Islands. The Master (John Francis Piper) was censured for committing an error of judgment.

3. On the 29th November, 1878, inquiry as to the misconduct of the Master (William Lacon Bryde) of the British ship *Napier*, Official No. 59,846. The Master was severely reprimanded.

25. *Seamen.*—Seven thousand eight hundred and ninety-two seamen have been shipped; and 8,140 seamen have been discharged at the Shipping Office of this Department. Of the difference, 294, most of the men have left the Colony without being regularly shipped.

## SUPREME COURT.

### IN SUMMARY JURISDICTION.

(Before His Honour the Acting Puisne Judge J. H. Francis, Esq.)  
Wednesday, August 6.

TSAN APOOK v. THE MESSAGERIES MARITIME.

This was a claim for \$241.50, value of a junk and cargo, sunk by a lighter belonging to defendants.

Mr K. Sharp appeared for the plaintiff, Mr Brereton for the defendant.

Mr Brereton said that, under the special defence he had put in, it lay with him to begin.

The Court said: I preferred to hear the case stated on both sides; and would then be able to judge.

Mr Sharp said the plaintiff in this case, was the licensed owner of the Tak Hing stone junk, registered number 106.

The plaintiff's father who was an old man was really the owner of the junk; but as his Lordship knew was frequently done among the Chinese, even with land, the aged father had the junk registered in the son's name. The plaintiff had really everything to do with the junk, and was master of her. The junk was hired by one of the contractors for the New Quay to carry stone from the other side of the harbour, from a place near Whitfield station. On the morning of the 10th July, he brought a full cargo of small hammered stones over, and had anchored at 7 o'clock at a place where there is a regular anchorage for junks, some little distance from the Mercantile Bank, or the City Hall.

Plaintiff came ashore in a sampan to see about the landing of his cargo; he left on board seven men, the crew being eight in all. A lighter belonging to the defendants was anchored in shore. She got up her anchors and proceeded out into the harbour with sail set. Short after this the lighter came very near the plaintiff's junk, the seven men on board of the junk cried out to the lighter people to take care, hoping to avoid a collision; but the lighter came right into her, striking her amidships on the starboard bow. Almost immediately afterwards the junk sank. Two men scrambled on board the lighter, which proceeded on her way to the other side of the harbour. He was informed that she made no attempt to give any assistance to the poor fellows who were struggling in the water; but these, fortunately, were picked up by other junks. The value of the junk &c. would be matter for evidence. There were various articles on board, anchors, cooking utensils, and some money, amounting in all to \$241.50. This did not include the loss of time to the plaintiff, nor the amount the junk would have earned had she not been lost to them.

Mr Brereton said the facts on which he relied were simply a complete negative of the case as stated by the other side. On the 9th July, the lighter had taken a full cargo from a steamer in the harbour, and discharged that cargo into the godowns at the back of the Messageries Maritime. This was not finished till nine o'clock at night. It being then dark the lighter remained by the wharf till the next morning. That morning was a very boisterous one; indeed it blew a gale. Everybody knew that; he was sure his Lordship remembered it.

His Honor: Was that the day I was detained at Kowloon?

Mr Brereton: Precisely. In the morning all junks in the harbour were crossing over to Kowloon for shelter as quickly as possible, as it was believed that this gale was the beginning of a typhoon. The lighter was in charge of an old and experienced master; and in point of fact he would tell the Court that at a quarter to 8 o'clock they moved their anchor, reefed sails, two small sails—with the object of running to Kowloon to seek shelter there. The junk had no doubt been at anchor, but in the gale the anchors drew, and she crossed the bows of the lighter dragging her anchor. She crossed the bows all right and then wavered about. She was quite at the mercy of the wind and waves. The lighter, which was also to some extent unmanageable owing to the strength of the wind and tide, drifted over towards the junk and they collided. But the collision was not of such a nature as that described; had it been so, the lighter, if moving with any force, would have cut the junk in two.

The former was a large lighter that carried 600 piculs; the junk was a very small one, as would be seen from the amount of the claim made in respect of it. The junk was struck on one side; they were side on, or beam on. The junk did not sink immediately; not until she was opposite the P. & O. wharf, half a mile off. If the case was as he stated it was one of *vis major*, and it was impossible that the lighter could have done anything else than she did. She drifted on to the junk; did not run into her. As to the lighter taking no interest in the men, the fact was that she did take up two.

Mr Sharp: I said "two men scrambled on board."

Mr Brereton: There was no negligence on the part of the lighter; had there been

anything of the sort, the Company would have settled the case at once.

The master of the junk, and several of the men who were on board then gave evidence. The first named had gone on shore to see the man for whom the stone was to be landed, and knew not what happened until he saw her bottom up. The other men gave evidence bearing out the opening statement of Mr Sharp. There was only one anchor out although they had two on board. They were positive the lighter ran into them, her fore part striking the junk amidships.

Mr Brereton having an engagement and requesting a short adjournment, it was thought as well to adjourn till to-morrow forenoon, the case promising to carry the Court into the evening if it were intended to finish it to-night.

## IN APPEAL.

(Before the FULL COURT.)

Wednesday, August 6th.

THE OPIUM DROSS CASE.—THE CONVICTION UPHOLD.

The Chief Justice being on the Bench to-day for a few minutes consulting with Mr Francis, who was conducting the "Summary" business, Mr K. Sharp asked, both their Lordships being present, whether they could state upon decision would be given in the opium case. He asked because some other case or cases were now being held over, he understood, at the Magistracy till the appeal was decided.

[This was the case heard before Mr O'Leary on the 11th June, in which Lin Atsz was charged by Kung Ato, an excise officer, with having in his possession a quantity of prepared opium contrary to the provisions of Ord. No. 2 of 1851 and Ord. No. 1 of 1879—the Excise (Opium) Ordinance—and was convicted under section 5 of Ord. No. 2 of 1851 for selling prepared opium without a license, and ordered to pay a fine of \$5 or seven days' imprisonment. The question for the Supreme Court as stated by the Magistrate, was:—Was dross-opium boiled or prepared opium within the meaning of Sec. 5 of Ord. 2 of 1851 and Sec. VII of Ord. No. 1 of 1879.]

This preparation of opium from the dross is thus obtained: when the common prepared opium has been partially consumed in the process of smoking, there remains a certain amount of sediment or dross, this is mixed with water, boiled, strained through paper, and reboiled, and yields 75 per centum of what is called second quality or dross opium.]

The Chief Justice: I may say that we have both come to the most decided conviction that the dross, opium dross, is opium within the meaning of the Ordinance. The conviction by the Magistrate must be upheld; and even if I had not got the very decided opinion which I have on the subject, even if I had doubted a great deal more than I do on the subject, I could not have upset the decision; because in order to the upsetting of a conviction I have to consider not whether I would have been convicted in the first instance, but I must come to the conclusion that the judge who tried the case was absolutely wrong; and I cannot decide that here. With regard to appeals generally, it is very important that that consideration should be distinctly understood. Whenever this Court decides against a conviction on appeal, this Court has come to the conclusion in no doubtful manner, but decides absolutely that the judge in the first Court was wrong. I have always observed that rule and shall continue to do so always. I learned it from Mr Knight Bruce, and I shall never forget it. If either party desires it we shall give our reasons in full; but really I think the decision is all that anyone cares for.

Mr Sharp: Your Lordships hold that the dross opium comes within the ordinance.

Mr Francis: We hold that opium prepared from the dross of opium is opium within the meaning of the ordinance, and we uphold, of course, the conviction by the magistrate.

The Chief Justice: Who is on the other side?

Mr Sharp: Mr Dennys appeared for the defendant.

The Chief Justice: You do not appear, Mr Brereton.

Mr Brereton: No, my Lord; but I have taken great interest in it from being engaged many years for the old Opium Farmer.

The Chief Justice: We shall hear the parties on the question of costs if they so desire it; but that can do well enough after the vacation. You know the general rule.

## Police Intelligence.

(Before the Hon. C. B. Plunket.)

Wednesday, August 6th.

### REFUSAL OF DUTY.

Frederick Horne, John Warden, John Dargut, W. Anderson, and Joseph Reid, seamen of the British schooner *Floral Star*, were charged by the master of the said ship, Gordon W. Davids, with refusal of duty on the 4th inst.

Capt. Davidson stated:—I engaged the five defendants in Adelaide in May last, to serve with me for the period of one year, reserving the right to discharge them during any portion of that time. My ship arrived here on the 30th July. About 9 a.m. on the 4th inst. the mate ordered them to turn to; they were then at work on the rigging. Warden refused to work as it was raining, the others gave no reason for refusing to work; the only man left on the ship went on with his work. Since then, the 3rd, 4th and 6th defendants went on shore without leave, and have been doing nothing since except selling their clothes to get drink. I told them if they went ashore again without leave they would have to stay there.

First defendant stated:—I knocked off duty on the 4th instant on account of the bad treatment I have received from my officers, being constantly sworn at; and on one occasion, when coming up the China Sea, the Captain told the second mate to rope and me for letting the ship go flat back while I was steering, the cause of her going flat back being a sudden shift of the wind. The place where we live is filled up with ropes and other things, and this prevents us from being comfortable. As the lighter I have been threatened on the passage and called ugly names, I have not been struck.

Second defendant stated that he refused to work in the rain, it being against the acknowledged custom in a British ship, and also because he was very sick, having been under the doctor's care since the day he

struck work; also that great disturbances have been going on since the voyage began, and that he has been informed that the Chief Officer, who, on Saturday last, was fined at the Marine Court for assaulting one of the men, has said that it will go hard with him (Warden) if he leaves Hongkong in the *Floral Star* for having appeared as a witness against him when tried for assault.

John Dargut said:—I have been at sea for twenty-two years and have never known work on board a ship in harbour to be done during rainy weather, and for that reason I knocked off on Monday last. Anderson and Reid made similar statements and spoke generally about the treatment being very rough, Reid having been knocked down twice on the way up from Batavia, about one week before getting to Hongkong, by the Chief Officer.

Defendants explained that the other man would have also knocked off work, but being a married man with a family he could not afford to do so; they did not wish him called as a witness, but wanted to be discharged from the ship.

Captain Davidson recalled, said:—The men were simply told to turn to on the morning on which they refused duty, and would not have had to stop in the rain for more than a quarter of an hour. I would never think of ordering the men to work in the rain unless in a case of extreme necessity, although I have a right to do so. The complaint made by the men about the forecasts being too small and unfit to live in is not true; there is a house on deck where they used to live, but the bad language spoken amongst them and the noises they made, compelled me to shift them further forward.

When defendants were asked by his Worship if they would go back to their ship, they distinctly told him they would not, and, if compelled to do so, they had made up their minds not to turn to.

Sentenced to four weeks' imprisonment with hard labour for refusal of duty.

The Captain said he was quite willing to take the men back to the ship, adding that "rum" had been the cause of it all.

His Worship advised the Captain to consult the Harbour Master on the matter, as he was not well acquainted with shipping matters.

### THE LANDLORD AND HIS COOK.

Leung Aluk, cook, was charged with assaulting his master, Louis Kirohman.

Louis Kirohman, landlord of the public house "The Land we live in," sworn, states:—This morning about nine o'clock I went into the kitchen and spoke to the defendant about the manner in which he had cooked the breakfast. I laid my hands on his shoulder at the time. He took a basin of boiling water from the galley and threw it right over me (shows marks of scalding on his side). I gave him a blow on the face and he ran away. I put my coat on and came to the Station to make a charge and found the defendant there. I gave him in charge; he has been in my employ about two months.

Defendant, Leung Aluk, states:—This morning about nine o'clock, while I was in the cook-house making some coffee, my master came in and seized me by my queue and gave me several slaps on the face (defendant's left eye was completely "banged up.") I had a basin of hot water in my hand which fell on the ground when my master struck me, and that was how he got scalded. I went out into the street to find a constable; failing in that, I came to the Court to take out a summons, when I was given in charge.

Wong Asang, assistant cook at the "Land we live in," corroborated word for word, the statement made by defendant.

His Worship dismissed the case.

### LARCENIES.

Chun Atooi, hawker, was charged with stealing a pair of shoes from a passenger on the *Kia Shan*.

Defendant states:—I am a farmer unemployed, I have been in Hongkong for a few days. I went on board the steamer this morning and stole a pair of shoes in order to raise money to go to Canton.

Sentenced to one month, with hard labour.

Lok Akad, a carpenter employed in the Naval Yard, was charged with unlawful possession of two pounds of copper on the 5th inst.

John Sandford, a Naval Yard policeman, states:—I was searching the workmen last evening as they were leaving the Yard. In the prisoner's waistband I found the piece of copper and copper bolt produced. He said nothing, but wanted to go and put it down; as I found it concealed on his person and felt sure that he meant to steal it, I took him in charge.

Defendant states:—Yesterday as I was leaving off work, I saw the piece of copper lying on the road-side and picked it up. I do not know who put the copper-bolt in my umbrella.

Inspector Lysaught, who was present while the case was being heard, told His Worship that this was the only case of theft that had occurred in the Naval Yard for the past eight months, and said that he believed that theft in the yard had been almost stopped by reason of the prisoner in the last case having been exposed in the stocks for six hours in front of the other workmen, and asked His Worship to consider that circumstance when passing sentence.

Sentenced to one month's hard labour, and to be put in the stocks for six hours.

### THE CURIOUS CASE OF EMBEZZLEMENT.

Cheng Kwong Nang, remanded from 31st ult. on a charge of stealing \$1048, the property of his master, Ng Kwei, on the 7th ult., was brought up to-day.

Mr Dennys defended the prisoner. Captain Superintendent Deane stated:—On the 7th of last month Inspector Corcoran reported to me that the prisoner had come to the station and reported that he had been robbed of a large sum of money by four men in Ice House Lane, who threw pepper into his eyes and out and beat him. I took him into the verandah of my office and examined his eyes, eyebrows and eyelashes with a microscope, and found no traces of any pepper in them. On the side of his head I noticed some pepper which I scraped off with a penknife and gave to Inspector Corcoran. He did not appear to have been badly used, as he states; he had a slight scratch on his left forearm. He went away, and I ordered enquiries to be made in the matter.





**STEAM FOR**  
SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON;  
ALSO,  
BOMBAY, MADRAS, CALCUTTA, AND  
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THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steam-ship  
KAISAR-I-HIND, Captain R. METHEVEN,  
will leave this on TUESDAY, the 12th  
August, at Noon.

For further Particulars, apply to  
A. MOLLER, Superintendent.  
Hongkong, July 30, 1879. au12

## U. S. MAIL LINE.

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THROUGH TO NEW YORK, VIA  
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AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF  
TOKYO, will be despatched for San  
Francisco, via Yokohama, on MONDAY,  
the 18th August, at 3 p.m., taking Pas-  
sengers, and Freight, for Japan, the United  
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Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
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SION.

Freight will be received on-board until  
4 p.m., the 17th August. Parcel Packages  
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same day; all Parcel Packages should be  
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is required.

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Cargo should be sent to the Company's  
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For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.  
RUSSELL & Co., Agents.  
Hongkong, August 4, 1879. au18

Occidental & Oriental Steam-  
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TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
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RAILROAD COMPANIES  
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ATLANTIC STEAMERS.

THE S. S. BELGIC will be despatched  
for San Francisco via Yokohama,  
on or about September 1st, 1879, at 3  
p.m., taking Cargo and Passengers to  
Japan, the United States, Mexico, Central  
and South America, and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.  
Freight will be received on Board until  
4 p.m., of the 31st August. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

REDUCTION is made on RETURN PAS-  
SAGE TICKETS.  
Consular Invoices to accompany Over-  
land Cargo, should be sent to the Company's  
Office addressed to the Collector of Customs,  
San Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 37, Queen's Road Central.

H. M. BLANCHARD,  
Acting Agent.  
Hongkong, August 1, 1879. sel

## Intimations.

## NEWS FOR HOME.

The Overland China Mail.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE  
IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely  
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THIS Mail Summary is compiled from  
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cord of each fortnight's current history  
of events in China and Japan, con-  
tributed in original reports and collated  
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Terms of Advertising, same as in Daily  
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## Intimations.

YANGTZE INSURANCE ASSO-  
CIATION.

## NOTICE.

IN accordance with the Articles of Agree-  
ment, the Directors have declared a  
DIVIDEND to POLICYHOLDERS for the  
FIFTEEN MONTHS ending 31st Decem-  
ber 1878, of THIRTY-THREE PER CENT.  
ON THE NET PREMIA CONTRIBUTED,  
payable at our OFFICE on and after the  
15th Instant.

POLICYHOLDERS are requested to send in  
particulars of their Contributions.

By Order of the Directors,  
RUSSELL & Co.,  
Agents.

Hongkong, May 5, 1879.

## NOTICE.

HONGKONG COMMERCIAL EX-  
CHANGE.

THE EXCHANGE ROOMS in MARINE  
HOUSE, Queen's Road Central, are  
Open Daily for the use of MEMBERS from  
9 a.m. to 6 p.m.  
Special Days—TUESDAYS and FRIDAYS,  
from 12 to 12.30 and 4 to 4.30 p.m.  
Applications for admission as Members  
to be addressed to

E. GEORGE,  
Secretary.

Hongkong, June 18, 1879.

## SAILORS' HOME.

ANY Cast-off CLOTHING, BOOKS, or  
PAYERS will be thankfully received at  
the Sailor's Home, West Point.  
Hongkong, July 25, 1878.

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Orders will be received by Messrs Lane  
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whether Shareholders or not, in proportion  
to the net amount of Premia contributed  
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to Reserve Fund.

J. BRADLEY SMITH,  
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Hongkong, December 9, 1878.

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Hongkong, July 6, 1875.

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NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,  
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Hongkong, November 1, 1871.

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THE Undersigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELOERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the  
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's to the P. and O. Co.'s Office.

Section.  
5. From P. and O. Co.'s Office to Peddar's Wharf.  
6. From Peddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albion	6 h	Beasley	Brit. yacht	38	July 24		Japan	
Arratoon Apear	5 h	Macfarlash	Brit. str.	1392	July 31	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	
Bombay	2 h	Ger. str.	749	Feb. 12	Kwok Acheong			
Cassandra	2 h	Langer	Ger. str.	937	July 22	Stemssen & Co.	Salgon	8th inst.
City of Tokio	2 h	Maury	Amer. str.	6079	July 29	P. M. S. S. Co.	Y'hama & S. Folsco	18th inst.
Conquest	1 h	Elphick	Brit. str.	317	Aug. 6	Shun		
Diamante	5 h	Thebaud	Brit. str.	514	Aug. 6	Russell & Co.	Manila	To-morrow
Douglas	5 h	Young	Brit. str.	864	Aug. 2	Douglas Lapraik & Co.	Coast Ports	To-morrow
Emu	5 h	Blanco	Span. str.	222	Aug. 5	Remedios & Co.	Amoy and Manila	To-morrow
Fame	6 h	Stopani	Brit. str.	117	.....	H. K. & W'pos Dock Co.		Tug Plying
Gorm	5 h	Möller	Dan. str.	750	Aug. 1	Stemssen & Co.		
Hailong	5 h	Goode	Brit. str.	274	Aug. 4	Douglas Lapraik & Co.	Tamnet, &c.	9th inst.
Hwai Yuen	4 h	Wilson	Chi. str.	984	Aug. 6	M. S. N. Co.	Shanghai	
Kwangtung	5 h	Abbott	Brit. str.	675	Aug. 6	Douglas Lapraik & Co.	Coast Ports	
Meneaus	5 h	Billinge	Brit. str.	1559	Aug. 4	Butterfield & Swire	London, &c.	To-day
Moray	5 h	Butcher	Brit. str.	1427	July 31	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	
Norma	3 h	Love	Brit. str.	606	May 31	Kwok Acheong		
Pacific	1 h	Hornshelm	Ger. str.	69	July 29	Stemssen & Co.		
Pello	5 h	Paqualini	Foh. str.	2079	Aug. 5	Messageries Maritimes	Shanghai	To-morrow
Pernambuco	4 h	Hyde	Brit. str.	652	Aug. 1	Melchers & Co.	Manila	8th inst.
Saint Mark	4 h	Johnson	Brit. str.	1098	July 28	Meyer & Co.	S'pore and Penang	8th inst.
Sea Gull	3 h	Haydon	Amer. str.	48	Mar. 24	China Traders' Insurance Co.		
Sunda	5 h	Reeves	Brit. str.	1704	July 26	P. O. S. N. Co.	Bombay, &c.	9th inst.
Teviot	4 h	Nisbet	Brit. str.	1202	Aug. 4	Adamson, Bell & Co.	London, &c.	
Tibre	5 h	Reynier	Foh. str.	1004	Aug. 1	Messageries Maritimes	Yokohama	To-day
Ulysses	5 h	Guard	Brit. str.	1560	Aug. 5	Butterfield & Swire	Shanghai	
Zamboanga	4 h	Franguren	Span. str.	651	Aug. 3	Remedios & Co.		
Zephyr	4 h	Houer	Brit. str.	.....	.....	Russell & Co.		
Sailing Vessels								
Adam H. Simpson	1 h	Call, Jr.	Amer. sh.	1524	Aug. 4	Order		
Agnes Muir	1 h	Lowe	Brit. sh.	851	July 25	Meyer & Co.		Wanchai F.
A. Newton	1 h	Newton	Brit. bge.	308	July 30	P. O. S. S. Co.		
Alice C. Dickerman	4 h	Bryant	Amer. sh.	601	July 11	Russell & Co.	Honolulu	
Ann Adamson	4 h	Robertson	Brit. bge.	404	June 26	Kwong Him Woo		
Annie	4 h	Möller	Ger. sh.	845	July 22	Melchers & Co.	Bangkok	
Bua Cacao	1 h	Lange	Siam. bge.	588	Aug. 4	Chinese		
Candace	3 h	Candler	Brit. sh.	263	July 5	Chinese	Colonies	
Charlie	2 h	Gantier	Foh. bge.	256	July 28	Carlowitz & Co.	Tientsin	Cleared
Chaco	4 h	Washburn	Amer. bge.	628	June 19	Russell & Co.	New York	
Chocola	1 h	Kennett	Brit. bge.	284	July 21	Rozario & Co.		Costan D.
Cornwall	4 h	Bulman	Brit. bge.	1160	May 31	Vogel & Co.	San Francisco	
Courier	4 h	Porte	Foh. bge.	346	July 15	Carlowitz & Co.		
Edward Barrow	1 h	Rich	Brit. bge.	958	June 26	Vogel & Co.	Hamburg	Wanchai F.
Emil Julius	5 h	Jürgensen	Ger. bge.	601	July 18	Melchers & Co.		
Florid Star	7 h	Davison	Brit. sh.	244	July 30	Adamson, Bell & Co.		
Franklin	1 h	Rolf	Ger. sch.	60	July 11	Stemssen & Co.		McD.'s SU
Fred. P. Litchfield	4 h	Spalding	Amer. bge.	1083	July 11	Douglas Lapraik & Co.		
Gylding	3 h	Winther	Dan. bg	240	Aug. 6	Chinese		
Hermine	3 h	Meyer	Ger. bge.	350	July 22	Edward Schellhass & Co.		
Highlander	4 h	Hutchinson	Amer. sh.	1352	June 19	Vogel & Co.		
Hopewell	7 h	Langlois	Brit. bge.	678	July 10	Adamson, Bell & Co.	Nagasaki	
J. A. Borland	3 h	Kent	Amer. bge.	670	July 26	Melchers & Co.		
John A. Briggs	8 h	Randall	Amer. sh.	2110	July 21	Messageries Maritimes		
Mangrove	1 h	Thompson	Brit. bge.	350	July 27	Chinese		Sands' SH
Marquis of Argyll	3 h	McKeon	Brit. bge.	800	June 11	Rozario & Co.	Quinhon	
Monte Rosa	7 h	Carter	Amer. sh.	1313	June 15	Vogel & Co.	New York	
Paralos	4 h	Pasco	Foh. bge.	342	July 15	Carlowitz & Co.		
Pasig	4 h	Tremoya	Span. sch.	216	July 21	Dunn, Melbye & Co.		
P. Fitzpatrick	3 h	Phelan	Amer. bge.	582	July 31	Chinese		
Rapid	4 h	Steinbrink	Span. bge.	489	June 8	Remedios & Co.		
Rifodan	3 h	Rezon	Span. sch.	214	July 21	Remedios & Co.	Sual	Cleared
Sumatra	3 h	Clough	Amer. sh.	1090	Sept. 5	Russell & Co.		
Vigilant	4 h	Boas	Amer. sh.	1800	June 11	Russell & Co.	San Francisco	
WHAMPOA								
Beethoven	1 h	Baje	Ger. bge.	340	July 24	Melchers & Co.	Chefoo	
Bontia	1 h	Stebr	Ger. sh.	341	July 21	Edward Schellhass & Co.	Tientsin	
Phigения	1 h	Green	Ger. bge.	.....	June 30	Captain	Honolulu	
Tai Lee	1 h	Stebr	Ger. bge.	256	July 26	Edward Schellhass & Co.	Tientsin	
Victory	1 h	Whitting	Brit. bg.	255	Aug. 2	Edward Schellhass & Co.	Tientsin	
CANTON								
China	1 h	Ackermann	Ger. str.	648	Aug. 5	Stemssen & Co.	Shanghai	